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TERMS OF THE DAILY:

LOCAL NOTICES.

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NEWS SUMMARY.

BY TELEGRAPH

A well known merchant of Salem died at Canton, Massachusetts, yesterday, aged ninety-one years. He was a son of Sam Breeze, of Revolutionary fame.

James Fisher, who killed his wife last June, in Mt. Pleasant township, Westmoreland county, was convicted on Monday of murder in the second degree.

Bridget Van Barbanie, a German widow of Apostle Hunter, St. Louis, committed suicide on Sunday, cause by intense grief for the death of her husband, about three weeks ago.

The Democrats of San Francisco had a torchlight procession on Monday evening, which is said to have been one of the greatest political demonstrations ever seen on the Pacific slope. It was for the ostensible purpose of ratifying the nomination of Seymour and Blair, but it culminated almost into a purely political affair, with great effect.

Advices from Mexico state that the effort of Gen. Patoni to secure Castle of the assassination of the lieutenant. The trial of the persons accused of the murder of Gen. Negrete is going on, evidence in the imperial court has been completed. Ricardo Romero has been captured in Guadalajara.

Late advices from St. Thomas state that cases of yellow fever have been discovered in the harbor of Charlotte Amalie, and that the quarantine is rigidly enforced. Business is entirely suspended in consequence of the outbreak, and the commercial men are leaving the island.

The East River Bridge Company, New York, have introduced a watch for the purpose of ascertaining the number of persons who pass over the bridge during every hour, and the receipts for the same. The watch consists of a dial with a hand attached to the turnstile. The general mode of ascertaining the load will be one and done two, "One excellency," he replied, "I beat Dick so sailing on Bosco with the regard to the number of persons who pass through the turnstile, as no one can go through without paying a cent, I suppose, is very excellency." "Is it possible," exclaimed the Governor, "that I am addressing a gentleman, whom by common consent, has the greatest reputation for economy in the whole country, and who is said to be so rich?" "Yes, your excellency," replied the gentleman, "I am rich, and I owe it entirely to my economy." "Then," said the Governor, "I will not detain you any longer, for I am sure you have no time to waste in idle conversation with me." "Your excellency," replied the gentleman, "I

The Daily Commercial.

WEDNESDAY, OCTOBER 14, 1868.

REVIEW OF POLITICS.

It seems the Hon. Reverdy Johnson has returned since his arrival in England, fortunate the suspicion that he is too great a for a diplomat. We fail to perceive any reason for his departure from the universal custom adopted by those who are trusted in diplomacy. The meetings called by between the United States and England are not of such a character as to afford any reasonable grounds for the method depart-ure from the usual and customary course of diplomacy which characterizes the reception of Mr. Johnson. The objections to the present manner are based less upon the character of the commercial agreement to be framed by Mr. Johnson, and than the fact that, in attending to the matters which properly belong to the office of the diplomat upon public occasions, he is establishing a bad precedent. We do not object to the statements as to the character of the gentleman, or belief that his presence on the occasion is necessary. They only indicate them. The question of social intercourse, the gracious hospitalities extended to him as the representative of a country so nearly allied to England by blood, religion and common language does not enter more than the others which hampered the intercourse of former ministers. Matters of general or local interest furnish abundant material for any satisfied application or appreciable to the country without touching upon a theme which will one day arrest the attention of the British Minister of England and our Ambassador, to the exclusion of all other subjects.

A SERIOUS MISCHIEF.

The suit of Isaac Bowers, Brooklyn, the greatest living embodiment of the failure of the "lost Cause," to exact within his own organization a tribute, directly or indirectly, from every man who is employed in the service of the Union, is a serious mischief. It is a serious mischief in the direction which has already sprung up in the case of the Hon. [illegible] in the case of the Hon. [illegible] in the case of the Hon. [illegible]

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Louisville.

RIVER NEWS.

Our River Correspondence.

Steamer Nightingale Sunk—No Lives Lost—The Deck Freight Saved.

BREWERS.

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MARKETS BY TELEGRAPH

CHICAGO MARKET.

New York Market.

New York Dry Goods Market.

Cincinnati Market.

Toledo Market.

Baltimore Market.

Cleveland Market.

Louisville Market.

Philadelphia Market.

Milwaukee Market.

Memphis Market.

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NOTICE.

Obstruction of the Allegheny River.

EDUCATIONAL.

WESTERN PENNSYLVANIA

MILITARY ACADEMY

AT EVERGREEN HAMLET,

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S. C. McCANDLESS,

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Gas Fixtures and Tubing,

OF ALL KINDS.

COR. PIKE AND WALNUT STREETS,

PITTSBURGH, PA.

Call and examine our STEAM PUMP before purchasing elsewhere. It is plain and substantial; equal if not superior to any Pump now in use.

Mackintosh, Hemphill & Co.

Founders and Machinists,

IRON CITY WORKS.

COR. PIKE AND O'HARA AND PIKE AND WALNUT STREETS, PITTSBURGH, PA.

MANUFACTURERS OF

BLAST ENGINES,
ROLLING MILL ENGINES,
SAW, GRIST AND PLANING MILL ENGINES,
ROLLING MILL AND OTHER MACHINERY.
CASTINGS OF ALL DESCRIPTIONS.

Prompt attention given to REPAIRS.

SLATE!

TWIN CITY SLATE COMP'Y.,

Manufacture and Deal in Every Variety of

Roofing Slate of Superior Quality.

General Office—No. 43 SEVENTH STREET, PITTSBURGH, PA.

J. S. NEWMYER, President.

SOMETHING NEW.

Rolling Mill owners and all others interested in Paddling Iron are invited to call and examine our

PATENT WATER NECK,

FOR PUDDLING FURNACES, now complete and ready for sale.

D. F. AGNEW & CO.,

PENN BOILER WORKS, corner Carson and Butler streets, Pittsburgh.

NATIONAL FOUNDRY

AND

PIPE WORKS,

COR. CARROLL AND SMALLMAN STREETS, Ninth Ward, Pittsburgh, Pa.

William Smith,

MANUFACTURER OF

CAST IRON BOWL PIPE,

For Gas and Water Work. My Pipe are all cast vertically in Pits in Dry Sand, in Twelve Feet Lengths. Also a full assortment of General Castings for Gas and Water Works. I would also call the attention of Superintendents of Gas Works to my make of RETORTS.

LYON, SHORB & CO.,

SLIGO IRON WORKS.

Warehouse, 121 Water Street,

PITTSBURGH, PA.

ADAMS, M'KEE & CO.,

Pittsburgh Novelty Works,

Cor. of Grant and First Streets,

MANUFACTURERS OF

FAIRBANK'S PATENT PLATFORM AND COUNTER SCALES.
JANUS FACED PATENT DOOR LOCKS AND LATCHES.
PAINT AND COFFEE MILLS, MALLEABLE IRON, &c.

J. COCHRAN & BRO.,

MANUFACTURERS OF

Iron Railings, Vault Doors,
Window Shutters, Prison Cells,
Patent Folding Bedsteads, and
Iron Counter Rail, &c., &c.

91 SECOND and 86 THIRD STREET, between Wood and Market.

THOMAS CARLIN & CO.,

FOURTH WARD FOUNDRY AND MACHINE WORKS,

SANDUSKY ST., Allegheny City, Pa., Manufacturers of Steam Engines, Pulleys, Shafting, Grist and Saw Mill Work, Rolling Mill and Machine Castings, Grate Bars, Weights, Wagon Boxes, &c. Build to order and have on hand Engines of all sizes.

Pittsburgh Flint Glass Works.

ESTABLISHED 1808.

BAKEWELL, PEARS & CO.,

Factory, BINGHAM STREET, Birmingham. Warehouse, 31 and 33 WOOD ST., Pittsburgh.

J. P. PEARS, B. BAKEWELL, Jr.,
B. R. CAMPBELL, J. W. PAUL.

PENNSYLVANIA IRON WORKS.

Everson, Preston & Co.,

Warehouse—No. 165 FIRST STREET opposite Monongahela House, Pittsburgh, Pa.

THE NEW COAL COOKING STOVE

FORT PITT,

The Cleanest and most Substantial STOVE in the market. Also, the IRONSIDES COAL COOK STOVE, are manufactured and for sale by

R. DE HAVEN & SONS,

No. 47 Federal street, Allegheny.

BANKS AND BANKERS.

PITTSBURGH

NATIONAL BANK OF COMMERCE,

COR. SIXTH AND WOOD STREETS.

CAPITAL.....$500,000.

Discounts Daily at 11 A. M.

OFFICERS.

A. PATTERSON.....President.
JOS. H. HILL.....Cashier.

DIRECTORS.

Alfred Patterson, Wm. Reed,
W. H. Brown, Wm. Douglass,
W. S. Haven, James McCandless,
Charles Lockhart, Allen Kirkpatrick,
George W. Cass.

TRADESMEN'S NATIONAL BANK,

PITTSBURGH, PA.

WOOD STREET, CORNER OF SECOND.

A. BRADLEY.....President.
W. VANKIRK.....Vice President.
CYRUS CLARKE, Jr.....Cashier.

Capital, - $400,000

Collections made on all points in the United States on most favorable terms.

Particular attention given to the purchase and sale of Government Bonds.

INTEREST ALLOWED ON TIME DEPOSITS.

CORRESPONDENCE SOLICITED.

DIRECTORS.

John Dunlap, A. Bradley,
C. B. Shea, Wm. Vankirk,
S. B. McElroy, Wm. M. Paley,
Samuel M. Kier, Wm. F. McCune,
John C. Risher, J. V. McDonald,
do John F. Drake.

HART, CAUGHEY & CO.,

BANKERS AND BROKERS.

CORNER THIRD AND WOOD STREETS.

PITTSBURGH, PA.

(Successors to HANNA, HART & CO.)

DRALE $ IN EXCHANGE, COIN, COUPONS, &c.

Particular attention paid to the purchase and sale of Government Bonds.

Sight Drafts on London.

RAILROADS.

PITTSBURGH, FT. WAYNE AND CHICAGO RAILWAY AND CLEVELAND AND PITTSBURGH RAILROAD.

From SEPTEMBER 14, 1868, Trains will leave from and arrive at the Union Depot, North Side, Pittsburgh, City Time, as follows:

Leave.		Arrive.	
Chicago Exp	2.03 a m	Chicago Exp	2.08 a m
Cleveland Exp	2.03 a m	Cleveland Ex	2.08 a m
Erie Mail Ex	8.15 a m	Erie Mail Ex	11.50 a m
Cl. & Whg Mail	6.15 a m	Wheeling Ex	11.08 a m
Chicago Mail	7.50 a m	Cincinnati Ex	11.50 a m
Wall's No. 2	8.50 a m	Wall's No. 2	11.51 a m
Cincinnati Ex	9.10 a m	Johnstown Ac	3.05 p m
Johnstown Ac	10.35 a m	Braddocks No1	4.00 p m
Baltimore Ex	1.30 p m	Phila. Exp	4.00 p m
Phila. Exp	1.50 p m	Wall's No. 3	5.10 p m
Wall's No. 4	2.15 p m	Wall's No. 4	5.10 p m
Braddocks No1	6.00 p m	Fast Line	7.30 p m
Wall's No. 4	7.15 p m	Derry Ac	8.40 p m
Way Passenger and Emig'nt	5.30 p m	Braddocks No2	10.50 p m
Braddock No. 2	12.40 a m		

The Church Trains leave Wall's Station every Sunday at 9.15 a. m., reaching Pittsburgh at 10.05 a. m. Returning leaves Pittsburgh at 12.50 p. m., and arrive at Wall's station at 2.00 p. m.

Cincinnati Express leaves daily. All other Trains daily except Sunday.

For further information apply to

W. H. HOKWITH, Agent.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All baggage exceeding this amount in value, will be at the risk of the owner, unless taken by special contract.

EDWARD H. WILLIAMS,
General Sup't., Altoona, Pa.

WESTERN PENNSYLVANIA RAILROAD.—On and after SEPTEMBER 16, 1868, the Passenger Trains on the Western Pennsylvania Railroad will arrive at and depart from the Federal Street Depot, Allegheny City, as follows:

Arrive.		Depart	
Springdale Acc.		Mail	7.00 a m
No. 1	6.35 a m	Freep't Ac. No. 1	9.00 a m
Freeport Ac. No. 1	9.20 a m	Slipp'g Ac. No. 1	11.20 a m
Mail	10.10 a m	Springdale Acc.	1.00 p m
Slipp'g Ac. No. 1	1.25 p m	Springdale Acc.	3.00 p m
Freep't Ac. No. 2	4.10 p m	No. 1	3.30 p m
Mail	5.55 p m	Freep't Ac. No. 2	5.20 p m
Springdale Acc. No. 2	6.45 p m	No. 2	7.10 p m

All the Trains run daily except Sunday.

The Church Train leaves Allegheny Junction every Sunday at 7.40 a. m., reaching Allegheny City at 9.50 a. m. Returning, leave Allegheny City at 1.20 p. m., and arrives at Allegheny Junction at 3.15 p. m.

Commutation Tickets—For Families, in packages of Twenty, between Allegheny City, Chestnut street, Herr's, Bennett, Pine Creek, Etna and Springdale, and good only on the Trains stopping at Stations specified on Tickets.

Trains leaving Allegheny City at 7.00 a. m. and 2.20 p. m. make direct connections at Freeport with Walker's Line of Stages for Butler and Hannastown. Through Tickets, too, may be purchased at the office, No. 3 St. Clair street, near Suspension Bridge, Pittsburgh, and at the Depot, Allegheny City.

For further information apply to

JAMES LEFFERTS, Agent,
Federal Street Depot.

The Western Pennsylvania Railroad will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to ONE HUNDRED DOLLARS in value. All Baggage exceeding this amount in value, will be at the risk of the owner, unless taken by special contract.

EDWARD H. WILLIAMS,
General Superintendent, Altoona, Pa.

ALLENTOWN ROUTE TO THE EAST.—SHORTEST and FASTEST LINE

Between Pittsburgh and New York, via Harrisburg, Reading, Allentown and Easton.

NO CHANGE OF CARS BETWEEN PITTSBURGH AND NEW YORK.

SLEEPING CARS ON NIGHT TRAINS.

Trains leave Union Depot of Pennsylvania Railroad in Pittsburgh, Daily (except Sundays) as

Leave Pittsburgh 11.50 a. m., 5.00 p. m., 7.40 p. m. and 2.35 a. m.

Arrive in New York 5.00 a. m., 10.00 a. m., 11.50 a. m. and 6.55 p. m.

Leave New York 9.00 a. m., 5.00 p. m., and 8.00 p. m.

Arrive in Pittsburgh 2.00 a. m., 9.20 a. m. an 1.40 p. m.

Leave New York for Pittsburgh, from Station CENTRAL RAILROAD OF NEW JERSEY, FOOT OF LIBERTY STREET,

At 9.00 a. m., 5.00 and 8.00 p. m.

Baggage checked to all points between Pittsburgh and New York.

H. P. BALDWIN,
General Passenger Agent.

CHANGE OF TIME.

ALLEGHENY VALLEY RAILRO

On and after WEDNESDAY, 7.25 P. M., August 12, 1868, Two Trains Daily will leave Pittsburgh Station, corner Pike and Canal street, for Franklin and City, Butler and all points in the Region.

LEAVE PITTSBURGH.		ARRIVE IN PITTSBURGH	
Mail	8.05 a m	Mail	4.50 p m
Express	7.25 p m	Express	4.05 a m
Brady's Bd Ac.	3.25 p m	Brady's Bd Ac.	10.20 a m
Ind Soda Works Accom'n	11.00 a m	Accom	7.50 a m
Ind Soda Works Accom'n	5.20 p m	Accom	2.50 p m
Mixed Way	6.20 a m	Mixed Way	8.25 p m
Hulton Accom.	6.20 a m	Hulton Accom.	8.35 a m
		Armstrong Ac.	6.20 p m

Church Train leaves Pittsburgh at 1.10 p. m.

Arrive at Pittsburgh at 9.50 p. m.

Passengers taking Express Train have but one change of cars between Pittsburgh, Butler and Oil Regions.

Mail and Express Trains stop only at Principal Points.

Mixed Way and Accommodation Train stop all Stations.

THOS. M. KING, Assistant Supt.,
W. FOSTER HOPE, Ticket Agent.

PITTSBURGH, CINCINNATI AND ST. LOUIS RAILWAY—PAN HANDLE ROUTE.

CHANGE OF TIME.—On and after SUNDAY, September 13, 1868, Trains leave and arrive at Union Depot, Pittsburgh, as follows, Pittsburgh time:

	Depart.	Arrive.
Mail Express	2.18 a m	12.13 a m
Fast Line	9.43 a m	7.18 p m
Fast Express	2.38 p m	11.23 a m
Mixed Way	6.13 a m	6.38 p m
McDonald Ac. No. 1	11.43 a m	3.01 p m
Steubenville Accom'n	3.58 p m	9.33 a m
McDonald Ac. No. 2	5.28 p m	8.40 a m

2.38 p. m. Express will leave Daily. 11.23 a. m. Express will arrive Daily.

The 9.43

The Daily Commercial.

EUROPE.

BY THE ATLANTIC CABLE.

Cuba and the Spanish Revolution.

The "Times" on Our Finances.

Republican Would be Poor Economy.

The Junta Abolishes the Jesuits.

The Spanish Situation.

London, October 13.—Despatches from Madrid state that great interest is manifested in Cuba in regard to the representations of that island to the government of Spain, and also in regard to the abolition of slavery and the action of the constituent cortes on these questions is awaited with great anxiety. The Liberal press continues to urge these questions upon Spain.

Madrid, October 13.—The Provisional Junta is one of the subjects of discussion the cigar makers of Havana, and they have resolved to strike for the abolition of the tax, which is felt to be very oppressive and unjust, and facilitation on the part as to the cause to be pursued.

London, October 14.—The Spanish fleets has reached the mouths of the Rhone, and now blockades Cadiz.

Madrid, October 14.—The Junta has issued another circular, urging the calmness of all religious organizations. The Liberal press continues to urge the same measures.

Rome, October 14.—The Osservatore Romano, this morning, denies in toto the statement that the Pope has written to the Emperor Napoleon, stating that the Provisional Junta in Spain were about to enter into friendly relations with Rome. The Pope is ready at once to send a nuncio to Madrid and to Europe. The provinces of Barcelona and Valencia having arranged preliminaries to recognize the Junta.

The Parliamentary Caucus.

London, October 13.—Gladstone has secured the political success in Lancashire and also goods at Warrington, on which he denounced the Liberal and Radical policy, and for this course on the Irish Church question.

The Times on Our Finances.

The Times this morning has an editorial on the attitude of parties in the United States. In regard to the national debt it says: Admitting that both the Republican and Democratic parties contain large numbers of men who are in favor of the payment of the debt in the greenback, an American statesman in the present temper of the public mind would be powerless to carry out the views of his party. Even if the Democratic party should succeed in the coming election, the creditors of the country would be deeply injured that for all future time the United States would be obliged to pay a higher rate of interest than the present. Such a policy would ruin the credit, and thus many millions of dollars would be defrauded.

The South American Difficulties.

London, October 13.—Despatches from Rio de Janeiro confirm the reduction in the number of men at present in Peru and Ecuador. The Lord Mayor presided. During the proceedings were the receipt of the news of the Rothschild's and Hartogs. Nearly £700 was raised.

London Sugar Market.

London, 2 o'clock.—Consols for money and account unchanged at 93 3-8. Five-twenties unchanged at 72 1-2. Erie 19 3-4. Illinois Central 87 1-2. Atlantic and Great Western 25 1-2.

United States Bonds at Frankfort.

Frankfort, October 13.—Bonds firm at 87½.

Liverpool Markets.

Liverpool, October 13.—Cotton firm; sales of 10,000 bales; middling uplands at 12 1-2d.

Breadstuffs—Flour lower at 24s. 6d. Pine at 30s. Corn unchanged at 30s. 6d. Wheat at 10s. 2d. for Red Western. Red closing at 10s. 3d. for Red Western. Provisions unchanged.

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